

The Times-Dispatch
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SATURDAY, APRIL 9, 1910.

DEEP WATER IN THE JAMES.

The Chamber of Commerce is doing a great work for Richmond. It is bringing the business men closer together in their relation to the larger life of the community than they have ever been. It has almost succeeded in driving out the croakers and the drones, both of which classes are a menace to the industrial and commercial progress of any community in which they are harbored in considerable numbers. It is not possible, of course, nor is it desirable, to get rid of every one of them at once. The National Museum at Washington will pay handsome prices for specimens of almost extinct species of birds and mammals, and in every town of the size of Richmond some of these natural obstructions should be preserved to show for the entertainment of the curious and the students of the tropic.

Yesterday was a busy day with the Chamber of Commerce. It was devoted to the entertainment of the Hon. James E. Russell, member of Congress from Louisiana, member also of the Rivers and Harbors Committee, and President of the National Rivers and Harbors Congress. He was accompanied to Richmond by the Hon. John Lamb, member of Congress from Virginia, and came here to see this town. He was kept very busy all day, and yet he did not see the half of what there is to tell about this great city. He confessed last night in an upper room at the Jefferson Hotel that he had been surprised at the size of the place, the beauty of its situation, the evidences of its prosperous commercial life, the exquisite art of its statues, and the genial hospitality of its people. He promised to come back and pledged his vote to the present project for the improvement of the navigation of the James River from Richmond to the sea. It would be worth while when Mr. Russell comes "into our midst" again for him to bring the full Committee on Rivers and Harbors with him, so that they may learn as much as he learned yesterday in his all too brief stay with us.

Mr. Russell made a very able and instructive address to the Chamber of Commerce last night on the river and harbor improvement policy for which the Congress of which he is president is sponsor. In introducing him, President Wood summed up the situation here in a compact way. In 1854 the United States Government adopted a project for the deepening of the James River until twenty-two feet of water at mean low tide shall have been obtained. The estimated cost of this improvement was \$5,000,000. The project is entirely feasible. The Government engineers have said so. The project has not been carried out because the Government has not kept its contract. At present the river has a depth of only sixteen feet at low tide, or about the depth of the entrance to the Harbor of Charleston before the jetties were constructed at that port. The water-carried commerce of Richmond is 16 per cent. less now than it was ten years ago; the business of the manufacturers and merchants has increased during the same period 90 per cent. With the river cleared to the contemplated depth there would be a vastly greater increase in the commerce of the port than there has ever been, with a corresponding increase of the customs revenue of the Government and the incalculable advantage of the large, and steadily expanding, territory served by this city.

The present Congress has been asked to make an appropriation of \$250,000 for the prosecution of the work of improvement during this year, and this amount has been approved by the committee charged with this particular matter. This is a small amount to be sure, but it is a beginning in the right direction, and the project is so feasible and the reasons for it so compelling that it is believed, once the work is begun, it will be carried through, and that will mean a new and greater Richmond. Twenty-two feet of water in the James River at mean low tide means twenty-five and a half feet at high tide, and that means ships of greater draught for Richmond, with larger cargoes and cheaper rates, to the benefit of every business interest in the community. What the English have done for the development of the port of Manchester the Government at Washington can do for the development of the port of Richmond at a very small outlay.

Mr. Russell has obtained a fleeting glimpse of what there is at Richmond, and he will be able to tell his colleagues on the Committee on Rivers and Harbors that nothing has been asked for the improvement of the James River which the interests of commerce do not demand and which the wisest economy would not justify. It was a good day for Richmond when Mr. Russell came here, and it was a good day for Mr. Russell, also, because he knows now that "situated at the head of navigable tide water, at the base of the falls of the river, with a total fall of over eighty feet from a point some ten miles above the city," the James River is a tremendous asset to our community, both for increasing our commercial and manufacturing importance, and for developing a vast coastwise and ocean-carrying trade.

SENATOR LODGE'S CONTRIBUTION.

The cost of living committee in the Senate is still hearing evidence and calling witnesses. In spite of the fact that the people have about forgotten the committee is still in existence, Senator Lodge, who presides over this gathering of inquisitors, wishes it understood by all and singular that his committee is making progress. It expects to conclude its work within four months, and only asks Congress for an additional \$65,000 with which to carry on its noble work.

The net result of Senator Lodge's labor to date is a bill presented by him to the Senate on Thursday last. This bill provides that the Government shall require all meat to be taken from cold storage not later than a year after it has been put there, and that all meat kept in cold storage for a longer period shall be deemed adulterated and liable to seizure under the existing pure food law.

We presume Mr. Lodge introduced this bill because he wanted the people to know that his committee had some excuse for asking an additional appropriation for its work. We cannot see how he expects that the bill he proposes will pass or will be of value if it pass. In theory it may be correct, and it may be perfectly safe for meat to be sold which has been in cold storage for twelve months, but the operation of the law is a different matter. How can the Government be sure that meat is not kept in cold storage for a longer period than that allowed by law? The simple labeling of cold storage meat will not be sufficient, for labels may be removed with the utmost ease, and meat can be placed in cold storage without labels. To watch and to label every side of meat and every dozen of eggs placed in cold storage would itself be as great a task as the present meat inspection, and would require as large a force.

Then, too, how is the Government to prove the interstate character of the meat which is placed in cold storage? Of course, Congress has no authority to say that meat raised or killed within a State can be subject to Federal inspection in that State, otherwise than for quarantine purposes; and Congress will find it a difficult task to prove that the products sent to the cold storage plants are not raised within the State.

The chances are strong that Senator Lodge's bill will die on the Senate calendar, and the chances are still stronger that it will not be enforced even if it receive the approval of Congress. The cost of living problem demands solution, and the cold storage plants need regulation, but the Senate Committee will hardly be able, in a blanket bill, to settle the one or regulate the other.

VIOLATING STATE CONTRACTS.

The President's railroad bill is to have a rough time in its passage through the troubled sea of Congressional committees. Its various clauses have been criticized, redrafted, amended and modified almost beyond recognition; and the very principle upon which the bill rests is being shaken by the men who are opposing it on the floor of the House and Senate.

It seems probable, however, that the bill, in some form or other, will receive the approval of Congress before the end of the session. The President is committed to it and the party leaders are supporting it with more or less enthusiasm. After the bill has been sufficiently emasculated to suit the railroad Senators, it will probably receive the approval of both houses and will be sent to the President for his signature.

From recent debates in the Senate, however, it seems as if the real test of the bill will come after it has been given its proper chapter number in the statutes at large of the present Congress. The various sections of the bill must be passed on by the Supreme Court, and the constitutionality of the whole must be examined. The greater part of the bill is approved in its present form by the constitutional lawyers of the Senate, and will probably come out unscathed from the furnace of the courts; but that section of the bill which provides for Federal supervision of stock issued by interstate railroad corporations is by no means assured favorable consideration at the hands of the judiciary.

The bill provides that a public carrier doing interstate business cannot issue new stock except under conditions laid down by the Federal Government and approved by the Interstate Commerce Commission or the new Railroad Court. This power of regulation is given the Federal Government on the ground that the incorporation of these companies under a Federal charter, such as the President suggests, will supplement the Federal control of interstate commerce provided by the Constitution, and will warrant the Federal authorities in preventing railroad companies from issuing additional watered stock.

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charters which were granted to them under old acts of State Legislatures. These charters are, to all intents and purposes, contracts between the State and the railroad company. The Federal Government, he thinks, has not the slightest warrant under the Constitution for taking over the contractual rights of the State or violating the rights reserved by the charter to the directors of the road. Where the State has stipulated conditions on which a railroad company might issue new stock or securities, Senator Rayner does not see where the Federal Government could stipulate other conditions.

The great precedent in the case, and one which Senator Rayner discussed at length, is the famous Dartmouth College case—one of the monumental decisions of John Marshall and one of the milestones in American jurisprudence. This decision concerned the contractual rights of the State in its relations with Dartmouth College. The original charter of the college had been given by George III. in 1769, and fixed the conditions under which trustees might be elected to the college board. In 1816 the New Hampshire Legislature modified this charter and provided for the election of trustees in a different manner. Upon appeal to the Supreme Court, after a most memorable argument between Daniel Webster and William Wirt, Chief Justice Marshall declared that the State had no right to modify the terms of the college charter, inasmuch as that charter was a contract between the Crown and the authorities of Dartmouth College. As a private corporation, the college could not be compelled to accept a revised charter except at its own volition, since the Constitution preserved the right of individuals in contracts with the State.

Of course it will be answered in reply to the obvious parallel between this case and that of a chartered railroad that a railroad is different from a college and that the Federal power of control over interstate commerce carries with it an inherent right to stipulate the methods by which the railroad company may issue stock. This objection may be valid as far as it goes, but it will not cover the whole ground. It might be possible for Congress to stipulate how a railroad company should issue stock as an interstate corporation, but it hardly seems possible that Congress has the power to limit a company holding a charter in one State from issuing stock on its intrastate business according to the provisions of its charter in that State. A company might be compelled in this way to do a thing in its intrastate capacity which it could not be compelled to do in its intrastate capacity.

The constitutionality of the bill is an important question, but the principle upon which the bill is based is even more important. Stripped of all legal phraseology, the bill provides that the control of railroads, in practically every capacity, shall be given to the Federal government whenever the railroads do interstate business. This is but another blow at the States, in that it takes away from them the power to control corporations which are of their own creation. The railroad bill may help the Interstate Commerce Commission, but it will help bought at the heavy price of States' rights—the principle upon which the Government is founded and upon which its security depends.

WE DIDN'T SAY IT.

The Rev. Dr. Eldridge, President of the Westminster Theological Seminary, made an address to the Methodist Protestant Annual Conference in Baltimore on Wednesday on the work of the pastorate in these strenuous times. Said he: "Look at the ubiquitous person of to-day. He is expected to officiate at a gathering of some charitable organization, to preach the baccalaureate sermon at an educational institution, to mingle in fellowship with the clergy of sister churches, to stir up temperance feeling with indifferent voters and write letters to hostile legislators," etc., etc.

Yet all this sort of thing keeps up the excitement often, if it does not tend to the most active spiritual work. But thank Heaven! it is none of our business how much they do one way, or how little they do the other. We know our limitations.

THE BUCKET-SHOP BUSINESS.
The Federal authorities evidently mean business in their recent attacks on the bucket-shops. They did not sound a trumpet, announce to all the world that they were going to begin a crusade and then give the guilty men plenty of time to put on an innocent front, as was the custom of the Government under the rule of a Certain One. Wickersham set his triggers in the dark of the moon and did not spring them until he was sure there was a rabbit in the trap. A number of chalk-markers were caught and are now on bail awaiting a hearing before the Federal courts.

Wickersham will certainly prosecute these men and will probably secure a verdict against them. If he do, the whole business world should rejoice at the abatement of a national nuisance. The bucket-shop has no legitimate place in the business world. The professional stock gamblers, who "buck" the market one way or another never deal with the curb-stone brokers. Honest investors, who are willing to put money in stocks and bide their time, never enter the places where the margin is the only security and chance the only law of business. The bucket-shops are meant for suckers. They are intended to fleece those lambs who feed by their flickers and black-boards and only take a flyer at wealth with the tail end of a week's pay. These men have no right to gamble and have no hope of success, even if the bucket-shop is honestly conducted. Sooner or later they ruin themselves and sooner or later their earnings go to the till of the promoters.

The only way to protect these would-be speculators from themselves is to abolish the bucket-shops, and the only way to abolish the bucket-shops is to cut them off from all connection with great stock exchanges. This, in turn, depends upon the telegraph companies, who are the real offenders. They lease wires to men whose business is a gamble, and they keep the bucket-shops open where otherwise the gambling-joints would close in a month.

The law of March, 1909, under which Wickersham ordered the prosecution of the bucket-shop proprietors who were arrested Saturday, prohibits the telegraph people from serving the bucket-shops and this law should be enforced to the letter. Where the telegraph companies now escape on the ground that they do not know the use to which their wires are being put, they should be required to investigate the standing of any company that applies for wire service. The Government has a right to do this, just as it has the right to prevent a lottery and it should exercise that right.

WHERE ANDY JACKSON WAS BORN.
Andrew Jackson was born in South Carolina. He said so himself. When he died he left a valuable bit of silver to "my native State," South Carolina, and this silver can now be seen for itself at the State Capitol in Columbia. The Yorkville Enquirer, published within close range of the battlefield of King's Mountain, in South Carolina, where the independence of the colonies was won, has found additional corroborative proof that Jackson was born in South Carolina.

Somebody ought to form a league to break up the league which broke up the league which planned to kill white men who married native wives in the Solomon Islands.

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A Parisian court acquitted the Countess Clare Zoltynski of a charge of victimizing young women in a marriage project, and did not even try to show that the Countess faked her title.

"Peruvians Full of War" announced a Baltimore headline, without a word as to any of the other things of which the Peruvians are full.

The real question, however, is to what class of the Insurgents will the Grand Young Man of Indiana belong.

The Cafe de l'Opera in New York has closed because the dining-room was so far from the kitchen that the service was slow; yet we have known restaurants to fail when the kitchen was so close to the lunch-counter that one could smell the cabbage with every mouthful of the mince pie.

The colored troops who shot up Brownsville, Texas, have been found guilty again. Will Foraker let the matter drop now, or will he take it into the courts?

It was saintly George Herbert who sang more than three hundred and seventy years ago: "Sweet day, so cool, so calm, so bright, The bridal of the earth and sky." He evidently had some such town as Richmond in mind when he wrote these woeing lines. Moral: Go to church to-day. It will make you feel better all through the week, and when you go, don't pray, "God, I thank Thee that I am not as other men"; but, after this manner: "O! God, be merciful to me, a sinner!"

The New York Tribune is watching Richmond grow, and, after noting the annexation of Manchester, says: "The Capital of the Confederacy has advantages which are beginning to be fully realized. It has a promising future, as well as a distinguished past." The most "promising future," and the most "distinguished past," contemporary of any city in the country, North or South. If you, and the likes of you, had let us alone some years ago, Richmond would be now the greatest city in the world; in fact, that is what it will be in a few years.

The Charlotte Observer congratulates Senator Simmons, of North Carolina, "on his success in securing the appropriation for the canal system connecting the sounds along the interior coast of that State." "Interior coast" is very good; but this is no time to find fault with the Observer. What we want it to do now, "if you please, sir," is to have Senator Simmons work in an appropriation for the James River. Of what possible benefit will the North Carolina sounds be to anybody without the aid of the great body of water that sweeps by our doors every day in the year and every hour of the day and every minute of the hour? Where would the sounds get their water if it were not for the James River, which bears upon its bosom the commerce of half a continent, or would do this very thing if Senator Simmons would only go to work and help get what is needed, in the way of financial assistance.

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BY LA MARQUE DE FONTENAY.

ROYALTY is allied with the Protestant countries of Europe. In Great Britain, the Grand Mastership is vested in the Duke of Devonshire, who succeeded in that office his elder brother, King Edward, when the latter ascended the throne. In Sweden, in Norway, in Denmark, in the Netherlands, and in the other countries of monarchical Europe, as also here in republican America, Freemasonry is essentially non-political and phylanthropic in character. It reveres the Almighty as the Grand Architect of the Universe. In the Latin countries of the Old World, on the contrary, Freemasonry is political, and the most advanced lines, and frankly atheistic, the phylanthropic features being conspicuous by their absence.

Owing to these differences, the Masons of Germany, of Scandinavia, of Great Britain and of the United States have always held aloof from those of the Latin countries. In fact, the Masons of the English-speaking countries, of Germany and of Scandinavia have been forbidden to hold any intercourse with lodges of France, Italy, Spain, Portugal, Greece, etc., etc.

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General Lee's Statue.

I notice there is no girth on the saddle of General Lee's statue. Was this an oversight of the sculptor, or was the omission intentional? I have heard that General Lee rode without a girth. Was it so?
SUBSCRIBER.

You are mistaken in thinking there is no girth on the General Lee statue. General Lee. The girth is there, though it can hardly be